UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE HIGH ALTITUDE - U.S.

For use at and above 18,000' MSL

HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

L E G E N D

AIRPORTS

Airports shown have a minimum of 5000' hard surface runways. Facilities in BLUE or GREEN have an approved Instrument Approach Procedure. Facilities in BLUE have a control tower in operation. Facilities in GREEN do not have a control tower in operation. Facilities with an Instrument Approach Procedure and a RESTRICTED AIRSPACE symbol in the Airport Identifier Circle are shown in BLUE. Facilities in BROWN do not have an Instrument Approach Procedure. Airports with a Military Landing Area are shown in BLUE. Associated city names for public airports are shown in capital letters. Associated city names for military and private airports are shown in lower case letters. Airport names are shown in lower case letters. Military airport names are shown in capital letters. Only names for military and private airports that are open to the public are shown. Airport names follow the airport name.

- Civil
- Civil/Military
- Military
- Airport Identifier
- Associated City

NAVAIDS AND COMMUNICATION BOXES

NAVAIDS

VHF/UHF Data is depicted in BLACK
VHF/UHF Data is depicted in BROWN

- (Compass ROSE) 360° Magnetic North. Compass ROSE may not be shown on all charted navigation facilities.
- VOR
- VOR/DME
- TACAN
- VORTAC
- Crosshatch indicates Restricted Area
- LF/MF Non-directional Radiobeacon (NDB)
- LF/MF Non-directional Radiobeacon (NDB) Published as Compulsory
- Flight Service Station (FSS), Remote Communications Outlet (RCO), or Automated Weather Observing System (AWOS/ASOS) not associated with a charted NAVAID or airport

COMMUNICATION BOXES

- 300.0 NAME 300.0 BF 300.0
- VOR with TACAN compatible DME
- Solid line indicates Yes Voice transmitted on the frequency. TAC/VOR Channels are shown when but not underlined.
- Crosshatch indicates Shutdown status
- (Y) TACANs must be placed in "Y" mode to receive DME transmissions.
- Automated Weather Broadcast Systems
- ASOS/AWOS - Automated Surface Observing System/Automated Weather Observing System
- WBAS - Wide Area Augmentation System
- TWEB - Transcribed Weather Broadcast
- Associated with other outlet(s) with broadcast on the associated NAVAID's frequency.

Flight Service Station (FSS), Remote Communications Outlet (RCO), or Automated Weather Observing System (AWOS/ASOS) not associated with a charted NAVAID or airport

Point Sims at ▼ 000.0 BF 000.0

NAME 000.0 BF 000.0

LF/MF Radio Aid to Marine Navigation and Frequency

LF/MF Radio Beacon (RBN) and Frequency

LF/MF Non-directional Radiobeacon (NDB) and Frequency

Part-time service. Hours of operation are published in the Chart Supplement U.S.

Shadow NAVAID box indicates NAVAID and Flight Service Station (FSS) have co-location.

NAME 000 VOR and Identifier not associated with NAVAID

Hawaii, OAG Hawaii Control Area(s). Control Area(s) are located and named. Frequency(s) are shown.

FSS (Radio) 122.2, 255.4 and emergency 121.5, 243.0 are not shown. If FSS (Radio) and are not shown, all high altitude facilities (High) are shown above the box.

Flight Watch 122.0 is not shown in the area(s) shown in the box 265.5, 157.7

- Frequency Protection outside ranges at 18,000 AGL/45nm
- Frequency Protection outside ranges at 12,000 AGL/ 25nm
- Class B, C, D and Selected Surveyed all Airports or Heliports in certain S&TA/MOA without aeronautical area "M" Area

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ROUTE DATA

VHF/UHF Data is depicted in BLACK
VHF/UHF Data is depicted in BLUE
Airport Data is depicted in BLUE

- 800 — 800 — Jet Route
- A220 — 800 — ATS Route
- A220 — 800 — Oceanic Route
- A220 — 800 — Atlantic Route
- A220 — 800 — Bahama Route
- Substitute Route
- Unusable Route Segment
- Minimum Reception Altitude (MRA)
- Jet Route Changeover Point (COP) Identifier and Name. Where a COP is not identified, the midpoint between the fixes defines the change point. Where a COP is not identified, the midpoint between the fixes defines the change point.
- Preferred Direction of Flight
- Parallel Outbound Track to VHF/UHF NAVAID
- Parallel Inbound Track to VHF/UHF NAVAID
- Mileage between VHF/UHF NAVAIDs
- Total Mileage between Fixes, NAVAIDS and/or NAVAIDS
- Mileage Breakdown or Composite Mileage Between Fixes
- Mileage Breakdown or Composite Navigational Fix (CNF)

MISCELLANEOUS

2000 Aeronautical Chart Update Manual (ACHUM) STATES:
ALL BEARINGS, WHETHER MAGNETIC OR GEODETIC, UNLESS OTHERWISE STATED
ALL RADIALS AND BEARINGS ARE MAGNETIC, UNLESS OTHERWISE STATED
ALL TIME IS COORDINATED UNIVERSAL TIME (UTC), DAYS ARE LOCAL
Daylight Saving Time (DST) is in effect from 0200 local time, as established by World Standard System 1966 (WSS 1966) (UTC-5 hours).
During periods of Daylight Saving Time (DST), effective hours will be one hour earlier than shown. All times shown in DST except Alaska.

- Preferred Departure Route
- Radial Bearing Intersection
- Fix Identification
- Compulsory Reporting Point
- Non-Compulsory Reporting Point
- Mileage Breakdown
- Distance (NM) To Next Change Point
- Distance (NM) To Destination
- Offset arrows indicate facility bearing in the charted direction from the fix.
- Mileage Breakdown or Composite Navigational Fix (CNF)

BOUNDARIES

- Air Route Traffic Control Center (ARTCC)
- Air Defense Identification Zone (ADIZ)
- Adjoining ADIZ
- Flight Information Region (FIR)
- Adjoining FIR
- Continental United States (CONUS)
- Continental FIR and UIR
- Control Area (CTA) or Upper Control Area (UTA)
- International Boundary (Note: Airspace and aeronautical information may not be depicted on charts)
- Offshore/ Sea Zone

AIRSPACE INFORMATION

Class one (united) indicates Class A, Class B, Class C, Class D

Shaded zone (tinted) indicates uncontrolled airspace (Class G)

Class A Airspace

That airspace of the United States from 18,000 feet MSL up to and including 60,000 feet MSL including the airspace overlying the waters within 12 nm of the coast of the United States.

- Air Traffic Service example
- Additional Control Area (tint)

SPECIAL USE AIRSPACE

- P - Prohibited Area
- R - Restricted Area
- W - Warning Area
- A - Alert Area
- M - Military Area
- C - Controlled Firing Area
- D - Danger Area
- CYB - Cyberspace
- Low Altitude (ground to) operation of some Special Use Areas

Complete information is tabulated on front panel

EXAMPLE OF GROUPING

- Jet Route centerline (connecting a facility which is not part of that specific route)
- MEA 41000
- MEA is established with a gap in navigation signal coverage
- Holding Pattern
- Effective Times of Single Direction Route
- Magnetic Reference Bearings will not be shown on grid (as RNAV routes
- Holding Pattern Identification Name
- Holding Pattern Inbound Course
- Holding Pattern Outbound Course
- Holding Pattern Leg Length
- Holding Pattern Direction of Turn
- Holding Pattern Minimum Altitude

MORSE CODE

A	·−	J	·−−−	S	···	1	·−−−−
B	−···	K	−·−	T	−	2	··−−−
C	−·−·	L	·−··	U	··−	3	···−−
D	−··	M	−−	V	···−	4	····−
E	·	N	−·	W	·−−	5	·····
F	··−·	O	−−−	X	−··−	6	−····
G	−−·	P	·−−·	Y	−·−−	7	−−···
H	····	Q	−−·−	Z	−−··	8	−−−··
I	··	R	·−·			9	−−−−·
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FOR ADDITIONAL SYMBOLS AND DEFINITIONS REFER TO THE CHART USER'S GUIDE

18,000' MSL to FL600

Magnetic Course	Flight Level
001° - 179°	FL190 FL210 FL230 FL250 FL270 FL290 FL310 FL330 FL350 FL370 FL390 FL410 FL430 FL450 FL470 FL490 FL510 FL530 FL550 FL570 FL590 FL610
181° - 359°	FL180 FL200 FL220 FL240 FL260 FL280 FL300 FL320 FL340 FL360 FL380 FL400 FL420 FL440 FL460 FL480 FL500 FL520 FL540 FL560 FL580 FL600

VFR or VFR On Top odd 500'

No VFR flight within Class A airspace unless specifically authorized by ATC

CRUISING ALTITUDES - U.S.

IFR when cleared airways or assigned by ATC

FLIGHT LEVELS
FLIGHT PLANS

Magnetic Course	Flight Level
001° - 179°	FL190 FL210 FL230 FL250 FL270 FL290 FL310 FL330 FL350 FL370 FL390 FL410 FL430 FL450 FL470 FL490 FL510 FL530 FL550 FL570 FL590 FL610
181° - 359°	FL180 FL200 FL220 FL240 FL260 FL280 FL300 FL320 FL340 FL360 FL380 FL400 FL420 FL440 FL460 FL480 FL500 FL520 FL540 FL560 FL580 FL600

No VFR or VFR On Top authorized above FL285 in RVSM airspace

FL600 and Above

Magnetic Course	Flight Level
001° - 179°	FL610 FL630 FL650 FL670 FL690 FL710 FL730 FL750 FL770 FL790 FL810 FL830 FL850 FL870 FL890 FL910 FL930 FL950 FL970 FL990
181° - 359°	FL600 FL620 FL640 FL660 FL680 FL700 FL720 FL740 FL760 FL780 FL800 FL820 FL840 FL860 FL880 FL900 FL920 FL940 FL960 FL980